

Scottsdale Scenic Corridors

Introduction:

What are Scenic Corridors?

Scenic Corridors are major thoroughfares designated by the City's General Plan to have scenic desert landscape setbacks that provide a sense of openness for the community.



Scenic Corridors visually have the following components:

- **Right of Way (the roadway)**
- **Scenic Desert Landscape Setback (along the roadway)**
- **Development Edges at Scenic Setback**
- **Regional Feature Crossings and Intersections**

Why does the City designate Scenic Corridors?

Scenic Corridors are designated to:

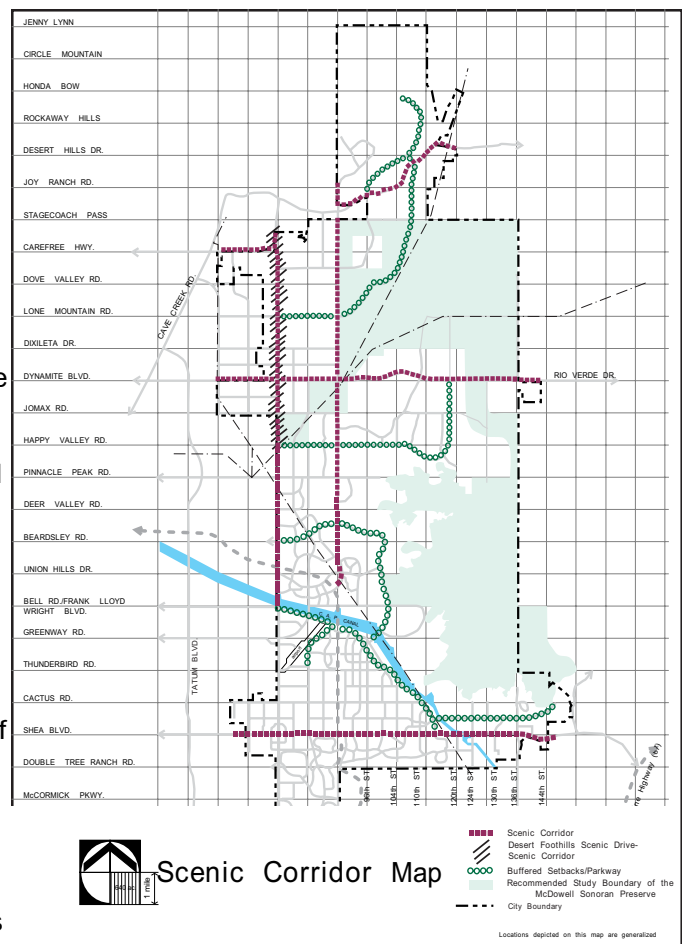
- Preserve or encourage the restoration of the natural setting along the roadway
- Provide views of nearby landforms
- Allow for connectivity of non-vehicular travel buffered safely from vehicular traffic
- Visually link to vista corridors along major washes and other significant open space
- Buffer adjacent land uses from the adverse affects of traffic along a major roadway

How are Scenic Corridors Designated?

- Scenic Corridors are designated as a part of the City of Scottsdale's General Plan. The City Council and Citizens adopt the General Plan every 10 years.
- A General Plan Amendment would be required for additional roadways to receive this designation. General Plan Amendments require a public process that includes a formal vote of the City Council.

Where are the designated Scenic Corridors?

1. **Carefree Highway** (west from Scottsdale Road to the City's western boundary — 2 miles)
2. **Cave Creek Road** (northeast of Pima Road to the City's northeast boundary — 3.5 miles)
3. **Dynamite Boulevard** (east from 56th Street to the City's eastern boundary — 10.5 miles)
4. **Pima Road** (north of the 101- Loop to Cave Creek Road — 11 miles)
5. **Scottsdale Road** (north from Frank Lloyd Wright to Carefree Highway — 11 miles)
6. **Shea Boulevard** (Pima Freeway east to the City's eastern boundary — 9 miles)



Who benefits from Scenic Corridors?

- The adjacent land owners who are more effectively buffered from the adverse affects of roadway traffic, while reinforcing the desirable ties to the scenic beauty of the surrounding Sonoran desert.
- The general citizenry who drive, walk, bicycle or horseback ride along these corridors.
- Tourists and visitors contributing to our economic vitality who come to Scottsdale to experience our communities lush Sonoran Desert.



Introduction to Scenic Corridor Design Guidelines:

Introduction to Design Guidelines:

The *Scenic Corridors Design Guidelines* are a component of the City of Scottsdale's *Sensitive Design Program*. The *Scottsdale Sensitive Design Program* is a comprehensive compilation of policies and guidelines used to shape the quality and character of the City's built environment. Like all City of Scottsdale design guidelines, the *Scenic Corridor Design Guidelines* are policies and should not be construed as ordinance.

The basic framework for these policies and guidelines are the *Scottsdale Sensitive Design Principles*. The Principles are the result of joint discussions held with the City's Planning Commission, Development Review Board, and City Council. They articulate Scottsdale's design vision and outline community design expectations and values. The City of Scottsdale's Development

SCOTTSDALE
SENSITIVE
DESIGN
PROGRAM



Review Board initially approved the *Scottsdale Sensitive Design Principles* in 2000.

What are the Scenic Corridor Design Guidelines?

The *Scenic Corridor Design Guidelines* are policies, standards, details, and concepts that are to be used to establish the health, safety, welfare, quality and character of physical improvements along roadways designated by the City of Scottsdale's General Plan. These policies create the basis for visual character within and along these major roadways having a particular emphasis on retaining and displaying the native desert and traditional southwest cultural heritage of the area.

Scenic Corridor Vision Statement:

Scottsdale citizens value the natural desert setting along the northern and eastern portions of certain major thoroughfares in our community. There is an understanding by the community at large that these should be preserved or recreated as meaningful open space. The City's General Plan reflects this commitment by designating portions of **Scottsdale Road, Pima Road, The Carefree Highway, Cave Creek Road, Dynamite Boulevard, and Shea Boulevard** as Scenic Corridors.

Design Guidelines Goals:

Recognizing the value of community character, on the behalf of our citizens, the City of Scottsdale has pledged to take certain steps to protect this valued resource of natural linear open space from rapidly approaching development. These community goals include:

- Constructing new, expanding existing, and over time retrofitting roadways designated as Scenic Corridors so that the design policies and guidelines found in this document are carried out.
- Working to preserve, restore, and maintain the natural beauty of the Sonoran Desert within the scenic desert landscape setbacks along these corridors of regional significance.
- Applying the design policies and guidelines found in this document to public and private development along the edges of these corridors.

- Educating citizens, staff, and the policy makers about the goals and benefits of Scenic Corridors in their community.

Who should use the Scenic Corridor Design Guidelines?

The *Scenic Corridor Design Guidelines* provide an outline of the City's design expectations for all designated Scenic Corridors, and are intended to be used by all participants in the development process



including citizens, policy makers, design professionals, and developers.

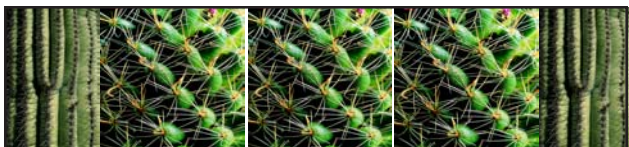
How to use the Scenic Corridor Design Guidelines

Two Formats of Guidelines and Two Different Design Characters of the Corridors:

The *Scenic Corridor Design Guidelines* are a combination of two formats of design guidelines. One is a generalized reference of appropriate design in the desert of Scottsdale and the second involves the corridor specific guidelines included in this document.

Additionally there are two distinctly different types of design character found along the corridor. The first character is described as a Preservable/Rural/ Low (to moderate) density residential character, while the second is described in terms of a Compromised/ High activity/Commercial land use character. Each is discussed in more detail below.

The general overarching guidelines are appropriate for both character types. The more specific corridor guidelines were drafted to err on the side of the Preservable/Rural character. Some distinctions are made regarding the more specific guidelines for the Compromised/High activity character. In cases where this distinction is not made, the guidelines are



intended to default to the design character for the Preservable/Rural character.

The Two Formats of the Scenic Corridor Design Guidelines:

1. General Overarching Guidelines: The first format is the overarching goals that should be considered whenever development occurs in the Sonoran desert. The principle idea is to achieve minimum visual impact of the built environment on the natural desert setting.

This concept is embodied in the *Scottsdale Sensitive Design Principles*. These principles are based on the overall belief that development should respect, and enhance the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran desert environment, all of which are considered amenities that help sustain our community and its quality of life. The *Scottsdale Sensitive Design Principles* may be found in the appendix of this document. For the most recent and comprehensive set of these principles contact the City of Scottsdale's Community Design Studio or visit their web page on the City of Scottsdale's web site.

2. Specific Scenic Corridor Design Guidelines:

Second are a set of design guidelines that are more specific regarding the components of the scenic corridors; the right of way corridor, the scenic desert landscape setback, edges, and intersections are provided to guide specific points of development. These specific guidelines make up the body of this document.

Two Different Design Character Along Scenic Corridors:

The existing conditions and quality of the scenic desert landscape setback area along some designated scenic corridors varies widely. Some areas are suitable for a preservation approach while others have been compromised to the point where there is very little to preserve.

In some cases there are, or will be, two different intensities of land use along with their associated impacts. These differences require different strategies to achieving similar aesthetics. It should also be noted that in some cases of higher intensities of land use the aesthetic qualities may be more suburban in character than those in more rural low intensity land use areas.

In general terms the two different character types can be defined as follows:

1. Preservable/Rural/Low (to moderate) Density

Residential: Certain portions (generally northern and eastern) of the corridors have historically remained in a rural, semi-native state, and are planned for lower density land use impacts such as single-family large lot residential. Other portions of these roads possess existing and planned higher impact land use designations, but to date have retained their natural character fairly well. These areas include:

- i. Carefree Highway
- ii. Cave Creek Road
- iii. Scottsdale Road north of Happy Valley Road
- iv. Pima Road north of Deer Valley Road
- v. Shea Boulevard east of the CAP Canal
- vi. Dynamite inclusive (to date)

The basic design guideline implementation strategy for these areas should be preservation or re-establishment of the natural organic setting.

2. Compromised / High Activity / Commercial:

Other portions of designated scenic corridors have all ready been disturbed by recreation or development related activity. Much of the desert plant materials in these areas are diminished or disfigured past the point of reasonable preservation efforts. Additionally, these areas may have or may be planned for higher impact land uses that will require substantial disturbance of the scenic setback areas.

Examples of these areas include:

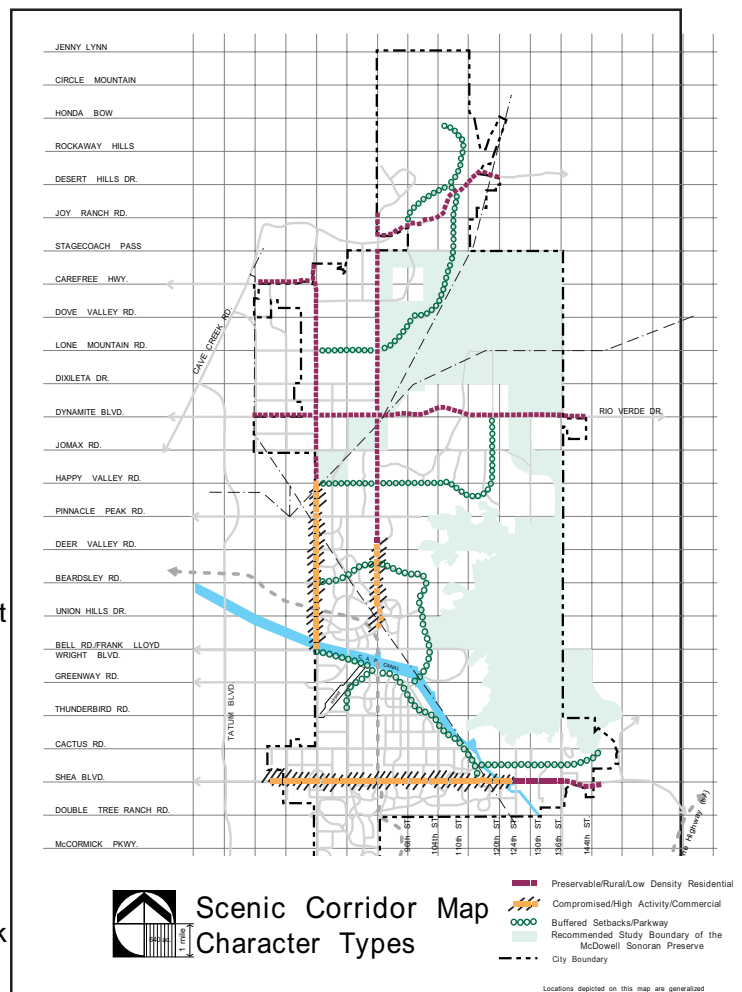
- i. Shea Boulevard west of the CAP Canal
- ii. Scottsdale Road south of Pinnacle Peak
- iii. Pima Road south of Deer Valley

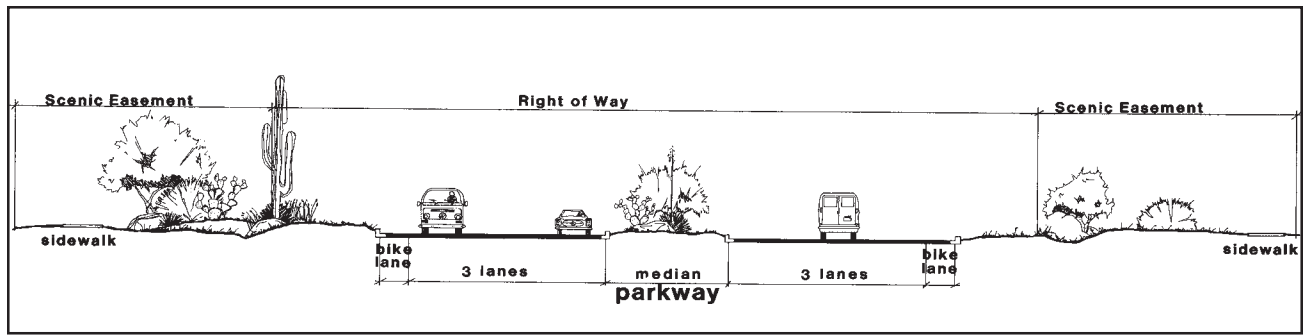
The basic design guideline implementation strategies for these areas should be revegetation of native plant materials, reshaping of topography, and implementing more organized, structured suburban qualities of improvements.

Specific Design Guidelines for the Components of Scenic Corridors:

The components of the Scenic Corridor are divided into the following categories:

- Right of Way
- Scenic Desert Landscape Setback
- Development Edges at Scenic Setback
- Regional Feature Crossings and Intersections





Right of Way Cross-Section Model:

The elements of this component include:

- R.O.W. width and access
- Landscaped median
- Vehicular travel lanes
- Bicycle lane
- Pedestrian walkways/ Multi-use paths*
- Transit stops
- Utility easement
- Parkway edge landscaping
- Trails*
- Drainage structures

* Preferred location is in the Scenic Landscape Setback.

Cross-Section Model General Description:

Although some designated scenic corridors have differing cross section designations in the General Plan and the transportation Streets Master Plan, the Parkway cross section found in figure 3.1-2 of the City of Scottsdale's Design Standards & Policy Manual (DS & PM) most closely resembles that of the scenic corridor. For that reason a modified Parkway designation cross section should be used as a design baseline for all designated scenic corridors

Parkways are generally defined as high-volume, high-capacity facilities that provide for regional mobility rather than local traffic movements. Direct access is limited. Parkway have scenic easements that give the added attraction of desert landscaping along these regional routes. The scenic easements are located outside of the defined right of way. Although there are some exceptions, the minimum width of the scenic landscape setback easement for all scenic corridors should be 100' measured from the outside edge of the right of way on each side of the street.

It is also an objective of the Scenic Corridor Design Guidelines to provide for a safe and comfortable location for the connectivity of trails, paths and other means of pedestrian, equestrian, and non-motorized vehicular travel within the scenic desert landscape setback. Easements obtained by the city for the scenic setbacks should also include the necessary rights supporting this type of travel along the corridor.

In addition to the expanded scenic landscape setback easement, the method of constructing scenic corridors should differ from standard streets. The outer most lanes of a scenic corridor should be constructed first leaving an oversized median until (or if) additional lanes are required.

Generally speaking the Scenic Corridor Design Guidelines are intended to enhance the aesthetical qualities of the right of way component of the corridor. All performance and safety requirements of the DS&PM are to be retained.

Related City of Scottsdale plans and standards that should be consulted along with this document for this portion of the roadway included but are not limited to:

- The General Plan
- The Streets Master Plan
- The Trails Plan
- The Bicycle Master Plan
- The Design Standards and Policy Manual (DS & PM)
- The Zoning Ordinance

Elements of the Right of Way Cross-Section:

Right of Way Width: The overall width of the planned ultimate right of way for scenic corridors should be a minimum of 150' or a minimum of 75' each side of centerline. Exceptions: Cave Creek Road and Carefree Highway widths should be a minimum of 126' or a minimum of 63' each side of centerline.

Access onto Right of Way: Access should be limited to half mile and quarter mile access points. Property owners not having frontage to these alignments should acquire cross property access agreements or access onto interior streets to these alignments to gain access to scenic corridors. The General Manager of Transportation may grant exceptions.



Median: There should be a raised median of 24' (wherever feasible) in width (measured from inside face of curb to inside face of curb). The median should have an integrally colored concrete vertical curb and gutter and should be landscaped with a native desert pallet at densities similar to the surrounding desert. Where bull noses taper to 3' or less in width the median should contain integrally colored exposed aggregate concrete or other finish approved by the General Manager of Planning and Development.

Vehicular Travel Lanes: The ultimate planned section should contain two or three (3) travel lanes in each direction. If fewer lanes are constructed prior to the planned ultimate cross section, the outer most lanes should be constructed first leaving an extra wide median that may be used for future travel lane expansion purposes.



Travel Lane(s)-Horizontal Alignment and Curvature: Gradual shifts in the horizontal alignment off the true orthogonal section grid are encouraged within the limits of traffic safety and right of way widths. Additional separation of alignment to preserve boulder outcroppings and other natural desert features are strongly encouraged.

Travel Lane-Sense of Vertical Curve:

Historically, travel on some scenic corridors was influenced by the rolling sensations of the roadbed dipping into and rising out of the wash crossings. While wet wash crossings are no longer feasible in safety terms, engineering design efforts should attempt to replicate a similar sensation within the limits of roadway safety. Additionally, rises in the road should be strategically placed to take advantage of and expand vistas of large washes, distant mountains, natural landmarks, and large expanses of dedicated native desert open space.

Bicycle Lanes: Bicycle lanes should be provided at the outer pavement edge for each direction of travel.



Pavement Edge & Clear Zone:

Option A— (preferred) Rural / Preservation Character:

Beginning at the outside edge of the outside travel lane:

- 4'-5' wide (minimum) bicycle lane
- 2'- wide rolled curb and gutter (integrally colored)
- 4' to 6'- wide graded recovery shoulder.
- Shrub and ground cover landscape may and should be placed directly adjacent to the back of the graded shoulder.
- Clear/recovery zone extending 14' from the back of curb extending toward the edge of right-of-way. Fixed vertical objects of more than 4" in diameter including but not limited to trees, saguaro cacti, boulders, etc... should not be located within this clear/recovery zone (tree and cacti spacing based on center of main trunk).
- Street hardware such as traffic signs, signal poles, streetlight poles should follow local interpretations of the *AASHTO Roadside Design Guide*.

Option B High Activity / Commercial Character:

Beginning at the outside edge of the outside travel lane:

- 4'-5' wide (minimum) bicycle lane
- 2'- wide vertical curb and gutter (integrally colored)
- Centers of shrubs and ground cover may and should be placed no closer than ½ diameter of typical maturity, for the specific plant type, behind the back of curb.
- Centers of trees, Saguaro cacti, or other fixed vertical landscape features with mature main trunks of greater than 4" in diameter should be placed no closer than 10' from the back of curb.
- Street hardware such as traffic signs, signal poles, streetlight poles should follow local interpretations of the *AASHTO Roadside Design Guide*.



Note regarding AASHTO "Roadside Design Guide"—The *Scenic Corridor Design Guidelines* should be interpreted in concert with the *AASHTO Roadside Design Guide*. The descriptions of clear/recovery zones provided in the options above generally follow professional interpretations of the intent of this guideline. It should be noted that the Scenic Corridors exist within the corporate boundaries of the City of Scottsdale. AASHTO reflects upon this situation with the following statement under section 10.1 Needs for Individual Study of Sites: "While the clear roadside concept is still the goal of the designer, there are likely to be many compromises in the urban or suburban area." The authors of the *Scenic Corridor Design Guidelines* respect this stance on this subject.

Sidewalks, Multi-use Paths, & Equestrian Trails:

Rural / Preservation Character Types:

- Stabilized decomposed or native granite multi-use path of 8' to 10' in minimum width should be installed along each side of the entire length of scenic corridors.



- The walk/multi-use path should be separated from the vehicular travel lanes by a landscaped buffer of not less than 10' in width.
- The walk should meander gradually and return to the curb line at bus stops, intersections, and driveways.
- The walk/multi-use path should be located within the scenic landscape setback and may require it's own easement or share the planned trail easement where such easement exists.
- Equestrian trails and the multi-use path should be a combined path and clearances as described in the DS & PM should be kept.

High Activity / Commercial Character Types:

- Integrally colored 8' to 10' wide minimum concrete walk/multi-use path should be installed along each side of the entire length of scenic corridors.
- The walk/multi-use path should be separated from the vehicular travel lanes by a landscaped buffer of not less than 10' in width.
- The walk should meander gradually and return to the curb line at bus stops, intersections, and driveways.



- The walk/multi-use path should be located within the scenic landscape setback and may require it's own easement or share the planned trail easement where such easement is wide enough to be shared.
- Equestrian trails should be located in the scenic landscape setback easement and may be placed adjacent to or separated from the hard surface walk and should be constructed to meet the standards of the DS & PM

Utilities:

- All new utilities should be located underground.
- All existing utilities currently located above ground should be planned for future undergrounding at the next period of upgrade.



- Re-vegetation with a balanced mixture of mature and smaller sizes of native plant materials including native trees (min. 5-gal.), shrubs (min. 1-gal.), and ground cover should be required to repair all scarring as a result of undergrounding and other similar construction that disturbs the shoulder area and or scenic setback. Scarring of rock formations or other natural features should be camouflaged with the application of desert varnish.
- All abandoned and/or non-operational equipment should be removed from the right of way.
- Sending and/or receiving antennae and their related equipment (microwave, cellular, broadband, etc...) should not be allowed in the right of way of scenic

corridors, unless they are integrated into existing or required street hardware and the surrounding landscape/hardscape setting. The integration aesthetics should be in keeping with the guidelines of this policy.

- **Example:** Streetlight poles and Street traffic signal poles specifically designed for the City of Scottsdale and approved by the City of Scottsdale's Development Review Board may include wireless communication antenna, however, all associated equipment must be located entirely underground, or outside of the scenic setback of the scenic corridor and/or screened from view from streets, trails, and multi-use paths

Leases for existing structures not integrated into the corridor as described above should not be renewed without meeting the intent of this guideline. The utility owners should be required to remove abandoned structures at the end of lease periods.

- All utility cabinets, bollards, poles, power pedestals, valves, vaults, or other exposed apparatus should be installed plumb and square with the road alignment and logically arranged with other similar cabinets and hardware to facilitate screening. All above grade appurtenances should be screened by landscape, a rustic decorative screen, a low wall, and/or painted to match Frazee Western Reserve 8716N as shown in the Frazee Millennium color deck, or other finish approved by the General Manager of Planning and Development. (Exception: those items required by the Corporation Commission or life safety, or local Fire code to be colored a specific color.). **Exception: where a different color or finish has been approved by an existing streetscape plan, such as Shea Blvd**



Streetlights:

Preservable/Rural Character District:

- Dark skies are valued and all attempts should be made to limit the compromises of this character.



- The number of streetlights should be kept to a minimum required for road safety purposes. Consult the latest IESNA standards. In all cases the lowest minimum IES standard for the related surrounding ambient light levels should be used in designing street lighting.
- The location of streetlights should focus on the intersections of scenic corridors with minor collector streets or greater capacity designations, or as required by the Transportation General Manager for specific safety reasons.
- All streetlights and other exterior lights should be full cutoff shielded. Care should be taken to reduce opportunities of unwanted direct glare.
- The use of low direct pedestrian scale lighting is encouraged in lieu of using the spillage of streetlights.
- All poles, fixtures and related hardware should be finished as described in the Street Hardware section below.

High Activity / Commercial Character Districts:

- These districts may have higher street lighting requirements than the Preservable/Rural character district areas in order to meet minimums of the IES. In all cases the lowest minimum IES standard for the related surrounding ambient light levels should be used in designing street lighting.

- All poles, fixtures and related hardware should be finished as described in the Street Hardware section below.

Street Hardware:

- All new or replaced power poles, light poles, signal poles, mast arms, railings, grilles, and other street hardware should be finished to match one of the below:
 - Core-tin steel, or
 - Painted to match rusted metal, or
 - Steel finished to appear forged, hammered generally having a stained distressed or patina/antiqued appearance (Not painted black), or
 - Painted to match "Western Reserve" by Frazee 8716N, or



- Other finish approved by the City of Scottsdale's Planning and Development General Manager
- **Exceptions:**
 - **Where a different color or finish has been approved by an existing streetscape plan, such as Shea Blvd.**
 - **Accent colors used for details as approved by the General Manager of Planning and Development.**
- Existing poles, appurtenances, and other street hardware not finished as described above should be considered for future re-finishing, removal, replacement or other remedy to provide a consistent streetscape.
- All new streetlight installations should match the City of Scottsdale standard for specific streetscapes, ESLO districts, character areas, and/or Scenic Corridors (Yet to be determined)



- All new street signal poles, mast arms, and streetlight extension installations should match the City of Scottsdale standard for specific streetscapes, ESLO districts, character areas, and/or Scenic Corridors (Yet to be determined)
- The design of all transit stop shelters should be based on or be the City of Scottsdale Standard approved by the Development Review Board in 2002 or other site-specific design consistent with the intent of these design guidelines and approved by the Development Review Board.
- Intelligent Transportation Systems (ITS) should only be allowed within two miles of the freeway interchange, and within the High-activity/ Commercial Character type areas. All finishes shall be as described in the street hardware section above.



Signs:

- Only transportation signage, scenic corridor markers, adopt-a-road markers, city entry markers, and safety related signage should be allowed in the right of way.
- Other signs allowed by ordinance including election campaign signs, temporary development and development related directional signs, etc... are strongly discouraged.
- Special low level illuminated streetname signs should be installed at major intersections (mile or half mile) to help reduce the need for street lighting spill over.

- All pole-mounted signs should have poles with finishes as described in the Street Hardware section above.
- All signs should meet the standards for safety vision clearances.
- All sign backs should be finished with a non-reflective dark color such as "Western Reserve 8716N Frazee" or similar approved by the City of Scottsdale's General Manager of Planning or designee.
- See Scenic Desert Landscape Setback section for sign guidelines for the scenic setback easement.



• Other Elements, Monuments, Markers— Architectural, Utilitarian or Artistic:

- All other elements found in the right of way should be constructed from materials found in or made from the desert setting or interpret such materials in form texture and color. For Rural/ Preservation Character areas the method of assembling these materials should produce a result that appears to be an extension of the desert or a weathered remnant from a prehistoric, historic, or pioneer era of man's work. A more contemporary interpretation may be used for the High Activity / Commercial areas.



Right of Way Landscape:

Preservable/Rural Landscape Character:

Medians: Natural native desert pallet of trees, shrubs and ground covers at densities matching surrounding undisturbed (or previously undisturbed) desert.



- Tree and large cacti (Saguaro) centers should be located within the central 1/3rd of the median.
- Centers of shrubs and ground cover may and should be placed no closer than ½ diameter of typical maturity, for the specific plant type, behind the back of curb.
- Boulders are discouraged in the median unless they are dominant features of the immediate indigenous surrounding. In such cases boulders should be located in the central 1/3rd of the median.

Off Shoulder Planting: Natural native desert pallet of trees, shrubs and ground covers at densities matching surrounding undisturbed desert. The landscape designer is encouraged to re-establish a rolling/meandering edge that is reinforced and defined by shrubs and ground cover.



- Shrub and ground cover landscape may and should be placed directly adjacent to the back of the graded shoulder.
- Tree and large cacti (Saguaro) should be placed a minimum of 14' from the back of curb to create a clear/recovery zone.
- Boulders should be kept entirely out of the 14' back of curb clear recovery zone.

- Safety requirements for sight triangles must be met.

See the Landscape subsection of the Scenic Desert Landscape Setback Section for additional description of plant type and revegetation processes.

Compromised/High-Activity/Commercial Landscape Character:

Medians: Natural native desert (or regionally compatible) pallet of trees, shrubs and ground covers grouped and arranged to create interesting patterns, textures and other structured design forms. To contrast and highlight this appearance, the designer should also consider the use of more organic native desert designs (at densities matching surrounding undisturbed, or previously undisturbed desert) placed directly adjacent to the structured forms.



- Tree and large cacti (Saguaro) centers should be located within the central 1/3rd of the median.
- Centers of shrubs and ground cover may and should be placed no closer than ½ diameter of typical maturity, for the specific plant type, behind the back of curb.
- Boulders are discouraged in the median unless they are dominant features of the immediate indigenous surrounding. In such cases boulders should be located in the central 1/3rd of the median.
- The inclusion of decorative hardscape as a contrasting accent may be encouraged to further the patterning or structure of landscape design features.
- Color and texture in the landscape pallet should be considered as a design element designating special events along the roadway such as entries to developments or other important occurrences.

Back of Curb Planting: Natural native desert (or regionally compatible) pallet of trees, shrubs and ground covers grouped and arranged to create interesting patterns, textures and other more structured design forms. To contrast and highlight this appearance the designer should also consider the use of more organic native desert designs (at densities matching surrounding undisturbed, or previously undisturbed desert) placed adjacent to the structured forms.



- Centers of shrubs and ground cover may and should be placed no closer than ½ diameter of typical maturity, for the specific plant type, behind the back of curb
- Tree and large cacti (Saguaro) should be placed a minimum of 10' from the back of curb to create a clear/recovery zone.
- Boulders should be kept entirely out of the 10' back of curb clear recovery zone.
- Safety requirements for sight triangles must be met.
- The inclusion of decorative hardscape as a contrasting accent is encouraged to further the patterning or structure of landscape design features.
- Color and texture in the landscape pallet should be considered as a design element designating special events along the roadway such as entries to developments or other important occurrences.

Drainage:

- **Drainage improvements** when required should be landscaped and constructed in a manner that replicates a natural wash. Where bridged crossings are required the design should consider clearances that allow wildlife to cross the vehicular road at a grade separation.

- **Detention Basins:** Detention basins should not be placed within the right of way, unless it is part of a regional drainage solution. In such a cases, detention basins should:

- Be built to recreate a natural arroyo or wash
- Not occupy more that 25% of any portion of back of curb area between vehicular accesses.
- Have all edges and basin bottoms revegetated to a native-like state.

- **Channel work:** Any civil engineering improvements required to control runoff flows as they cross the right of way and scenic setback or move collected runoff to major wash corridors should be:

- Rounded to blend with the natural form of the terrain
- Should be built to recreate a natural arroyo or wash.

- **Civil Engineered Bridges and Drainage Structures:**

- Should be constructed with materials possessing deep desert color tones and textures.
- Colors should be darker than the native soil.
- Smooth, reflective, metallic, streamlined structures, crisp tooled masonry, etc... should be avoided.
- Materials such as native stone, adobe, integrally colored shot-crete etc... are suggested materials. Retention walls for channel sides should not be greater than 4' in height.
- All surfaces disturbed by construction cuts should be treated with desert varnish. Re-vegetate all channel edges.
- Railings and all metal work related to drainage structures should be finished as described in the Street Hardware section above



Maintenance:

Preservable/Rural Character:

All plant materials should be allowed to grow and develop in a natural organic state in terms of shape, size and character. Once established the general maintenance that should be performed should be limited to:

- Minor pruning for:
- Visual safety at drives or similar areas
- Trail and pathway clearances
- Regular monthly trash pickup should be performed.
- Distressed and dead plants should be allowed to decay naturally.
- Plant replacement should take place only as a means to mitigate disturbances or density loss due to pollution or other natural or man-made causes. A mitigation plan should be established for such efforts.

Compromised/High-Activity/Commercial Character:

Plant materials should be allowed to grow to their natural shape, size and character. Due to the more structured and ordered nature of this landscape character additional attention to maintenance may be necessary. Generally the maintenance should include:

- Minor pruning for:
- Visual safety at drives or similar areas
- Trail and pathway clearances
- Regular monthly trash pickup should be performed.
- Distressed and dead plants should be removed and replaced to maintain any designed structure or order in the landscape form.

Who Maintains:



- Maintenance of all public elements within the right of way between curbs shall be performed by the City of Scottsdale.
- Maintenance of privately owned items such as utility cabinets and related screening shall be the responsibility of the corresponding utility or agency.
- Maintenance of sidewalks, trails, multi-use walks, street signage, and transit facilities shall be performed by the City of Scottsdale.



- Maintenance of the landscape plant materials directly adjacent to multi-use paths & trails shall be performed by the City of Scottsdale.
- Maintenance of landscaping behind curbs, but adjacent to private property should become the responsibility of the adjacent private property owner except as otherwise formally approved by the City of Scottsdale City Council.



Scenic Desert Landscape Setback:

As the name indicates this portion of the Scenic Corridor cross-section is a dedicated setback easement that is void of buildings and other development related improvements. Exceptions of improvements that may be located in this area should be limited to those that are required for regional drainage, general public health and safety, and pedestrian/equestrian/no-vehicular travel.

Some benefits derived from this setback include:

- Buffering adjacent land uses from the passing traffic
- An aesthetically pleasing experience for those traveling the corridor right of way.
- An expanded sense of meaningful open space
- Opportunities for the safe movement of wildlife
- Non-vehicular travel buffered from vehicular travel
- Opportunities to educate citizens and visitors about the desert environment.



• Scenic Desert Landscape Setback Minimum Width:

A 100' minimum width should be designated along the entire length of the designated street frontage measured from each edge of the planned ultimate Right of Way (150' full street, 75' half street minimums).

a. Exceptions:

- i. Single family residential parcel or single family residential subdivisions: The 100' width may be calculated as a minimum average along the frontage of a if:
 1. The setback perimeter edge horizontally meanders in a gentle curvilinear fashion and the minimum setback is no less than 85' measured from the outside edge of the planned ultimate right of way.
 2. If any perimeter wall, following the setback edge is no greater than 7'-4" in height at the street side face, measured from grade.
- ii. Single Family Residential Parcels not part of a subdivision and less than 10 acres in size: The 100' width may be calculated as a minimum average along the frontage of an individual single-family residential parcel if:
 1. The setback perimeter edge horizontally meanders in a gentle curvilinear fashion and the minimum setback is no less than 50' measured from the outside edge of the planned ultimate right of way. And the setback follows item iv. below.
 2. If any perimeter wall, following the setback edge is no greater than 7'-4" in height at the street side face, measured from grade
- iii. Single Family Residential Parcels not part of a subdivision and less than 5 acres in size: The Scenic Setback shall be designated on an individual basis, shall follow item iv. below, and no less than 50' measured from the outside edge of the planned ultimate right of way.

- iv. Parcels adjacent to parcels that have dedicated or have received City of Scottsdale approval (prior February 20, 2003) with a Scenic Corridor that is a different width than 100'. In such cases the 100' minimum width may taper to the adjacent property's scenic corridor set back. The taper should be made at a ratio of not greater than 1-foot change in depth to each 3-feet parallel to street frontage.
- v. Parcels with any zoning approved prior to February 20, 2003 that stipulated a scenic corridor of a different minimum width.
- vi. Parcels that receive specific formal approval by City Council for other setback widths through zoning, development agreement or other formal Council Action.

- **Scenic Setback as NAOS:**

In undisturbed native desert areas these setbacks may be considered preservation of that natural area open space (NAOS) and in most cases may be applied to the property owners' requirements as stipulated in the Environmentally Sensitive Lands Ordinance (ESLO). In disturbed areas, or areas where native plant densities have diminished, re-vegetation should be implemented. See the ESLO for designation of these areas as NAOS.

- **Scenic Setback as Open Space:**

The scenic setback may be counted towards a parcel's required open space.

- **Elements Strongly Discouraged Within the Scenic Setback:**

Buildings, parking areas, utilities, walls (except retaining walls under 4' in height) or other improvements should not be allowed within the scenic setback.

- **Acceptable Elements Within the Scenic Setback:**

Where natural features must be disturbed or recreated, The Scottsdale Sensitive Design Principles should be followed. All participants of the development process should focus on the main goal of **minimizing the visual impact of development on the natural desert environment.** The elements that may be found in this cross section component include:



- Natural topography
- Natural native desert landscape pallet at natural densities
- Natural desert washes
- Trails and paths
- Limited regional drainage ways (as described below)
- Grade separated pedestrian crossings
- Interpretative displays
- Low level landscape or pedestrian lighting
- Limited perpendicular property access drives



Any other existing structures found within this setback should be planned for removal or remediation.

- **Sidewalks, Multi-use Paths, & Equestrian Trails in the Scenic Setback:**

Rural / Preservation Character Types:

- A stabilized decomposed granite multi-use path of 8' to 10' in minimum width should be installed along each side of the entire length of the scenic corridors.
- The walk/multi-use path should be separated from the vehicular travel lanes by a landscaped buffer of not less than 10' in width.
- The walk should meander gradually and return to the curb line at bus stops, intersections and driveways.
- The walk/multi-use path should be located within the scenic landscape setback and may require it's own easement or share the planned trail easement where such easement exists.
- Equestrian trails and the multi-use path should be a combined path and clearances as described in the DS & PM should be kept.



High Activity / Commercial Character Types:

- An integrally colored 8' to 10' wide minimum concrete walk/multi-use path should be installed along each side of the entire length of scenic corridors.
- The walk/multi-use path should be separated from the vehicular travel lanes by a landscaped buffer of not less than 10' in width. The walk should meander gradually and return to the curb line at bus stops, intersections and driveways.
- The walk/multi-use path should be located within the scenic landscape setback and may require it's own easement or to share the planned trail easement where such easement is wide enough to be shared.
- Accesses from the adjacent parcels should be provided at convenient intervals not greater than ¼ mile apart and along all vehicular cross access routes.
- In some areas the DRB may determine that stabilized granite may be substituted for integrally colored concrete.
- Equestrian trails may be placed adjacent to or separated from the hard surface walk and should be constructed to meet the standards described below.

• Unpaved Equestrian Trails in the Scenic Setback:

- Trails should be surfaced with decomposed granite (stabilized preferred). Trails should be built to standards consistent with section 7.3 of the City of Scottsdale's Design Standards and Policy Manual and the Trails Master Plan.
- Trails should be placed within the scenic setback behind the vehicular right-of-way.

- The trail should meander gently with the topography and return to the curb line at intersections and driveways.
- The trails master plan or trails coordinator should determine minimum travel surface width.
- Low vegetation should be maintained along the trail edge with a vertical clear zone of 10' minimum.
- All other improvements and clearing of vegetation should be kept to a minimum.



• Drainage Facilities in the Scenic Setback:

- **Detention Basins:** On Site detention basins should not be placed within the scenic landscape setback, unless they are part of a regional drainage solution. In such cases detention basins should:

Be built to recreate a natural arroyo or wash

Not occupy more that 25% of any portion of scenic setback between vehicular accesses.

Have all edges and basin bottoms revegetated to a native-like state.

- **Channel Work & Drainage Structures:** Any civil engineering improvements required to control run-off flows as they cross the scenic setback or move collected runoff to major wash corridors should be constructed to blend into the desert setting:

Channels should be rounded to blend with the natural form of the terrain, and should be built to recreate a natural arroyo or wash.

Drainage Structures should be constructed with materials possessing deep desert color tones and textures. Colors should be darker than the native soil.

Smooth, reflective, metallic, streamlined structures, crisp tooled masonry, etc... should be avoided.



Materials such as native stone, adobe, integrally colored shot-crete etc... are suggested materials. Retention walls of channels should not be greater than 4' in height, or should be stepped in increments of less than 4'. All surfaces disturbed by construction cuts should be treated with desert varnish. All channel edges should be revegetated as described in the landscape section below.

- **Railings related to drainage structures:** All metal work should be finished as described in the Street Hardware – Right of Way section of these guidelines.

- **Signs In the Scenic Setback:**

- The number and size of signs should be kept to a minimum to reduce visual clutter in the natural landscape setting.
- Signs allowed by ordinance should be setback a minimum of 80% (or more) of the setback depth to the rear of the scenic desert landscape setback buffer (example 100' deep setback, signs should be setback no closer than 80' from the edge of R.O.W.).



- Tower signs are strongly discouraged.
- Signs for the purpose of advertisement are strongly discouraged.
- Low wall or ground mounted signs built from natural or simulated desert material with heavy textures and deep desert colors are preferred.
- Reverse channel letter halo illumination or non-illuminated signs are preferred.

- Low-level spot lighting may be supported only when the light is primarily for the purpose of accenting the natural materials and textures. The light source should also be shielded from view.
- Internally illuminated cabinet and letter/logo signs are strongly discouraged.
- All pole-mounted signs should have poles with finishes as described in the Street Hardware – Right of Way section of these guidelines.
- All sign backs visible to the road should be finished with a non-reflective dark color such as “Western Reserve 8716N Frazee” or similar approved by the City of Scottsdale’s General Manager of Planning or designee.

- **Scenic Setback Landscape:**

- **Preservable/Rural Landscape Character**

Districts: Landscaping within the scenic desert landscape setback should be composed of the native Sonoran desert pallet found at (or were historically found at) that particular elevation. Plant species and densities should be consistent with the typical natural undisturbed desert for the specific local location.



- Wherever possible native plant materials that remain in good health should be retained.
- Where plant densities are diminished, species are missing and/or scarring has occurred, additional plantings should be implemented.
- The landscape designer is encouraged to re-establish a rolling/meandering edge near roadways that is reinforced and defined by shrubs and ground cover.



- **Revegetation:**

Revegetation should follow the N.A.O.S. Revegetation Area Guidelines found in the appendix of this document.

All plant materials should match the local surrounding area and shall be of those species found on the City of Scottsdale Indigenous Plants for Environmentally Sensitive Lands list found in the appendix of this document, or as specifically approved by the Development Review Board. All landscape plant materials should blend with the native vegetation in mature height and plant form at the time of planting. This is best achieved by using a combination of young and mature plants. Shrub minimum sizes shall be 1 gallon, and minimum Tree sizes are 5 gallon.

- New landscaping for areas such as shoulders, medians, and utility remediation should follow the revegetation guidelines noted above.
- Decorative boulders should only be used where boulder outcroppings are present in the local setting.

For more specific Sonoran desert landscape reference purposes the following documents have been included in the appendix of this document:

- N.A.O.S. Revegetation Area Guidelines
- City of Scottsdale Indigenous Plants for Environmentally Sensitive Lands
- E.S.L.O. Design Guidelines 802-2 Landscape Development Sections 1&2 Native Vegetation & Landscape Features.

Compromised/High-Activity/Commercial Landscape Character:

Generally these areas either have been or will be disturbed past the point of reasonable preservation. For this reason it is anticipated that the landscape character will need to be re-created.

Because the land use densities adjacent to these districts will be much more intense and of a different nature than those in the Preservable/Rural districts, a slightly different design approach may be used for the landscape setback. The above guidelines for the Preservable/Rural districts may be used in this district as well, however, the designer may choose to vary the design approach to provide a landscape form that is more in keeping with the surrounding activities.



- The natural native desert (or regionally compatible) pallet of trees, shrubs and ground covers may be grouped and arranged to create interesting patterns, textures and other more structured design forms. The use of non-native regionally compatible plants requires approval of the General Manager of the Planning & Development Services Department or his assignee.
- To contrast and highlight this appearance the designer should also consider the use of a more organic native desert designs at densities matching surrounding undisturbed (or previously undisturbed) desert placed adjacent to the structured forms. Wherever possible native plant materials that remain in good health should be retained.



- Plant densities of trees, cacti, shrubs, and groundcover should maintain densities at least as dense and varied as the natural native desert of the surrounding area. Where plant densities are diminished, species are missing and or scarring has occurred, additional plantings should be implemented.
- The landscape designer is encouraged to re-establish a rolling/meandering edge near roadways that is reinforced and defined by shrubs and ground cover.
- Centers of shrubs and ground cover may and should be placed no closer than $\frac{1}{2}$ diameter of typical maturity, for the specific plant type, behind the back of curbs
- Trees and large cacti (Saguaro) should be placed a minimum of 10' from the back of curb to create a clear/recovery zone.
- Boulders should be kept entirely out of the 10' back of curb clear recovery zone.
- Safety requirements for sight triangles must be met.
- The inclusion of decorative hardscape as a contrasting accent is encouraged to further the patterning or structure of landscape design features.
- Color and texture in the landscape pallet should be considered as a design element designating special events along the roadway such as entries to developments or other important occurrences.
- New landscaping for areas such as shoulders, medians, and utility remediation should be revegetated following the guidelines noted above.

• **Setback Landscape Intensification:**

The scenic desert landscape setback may be intensified with additional native desert trees and shrubs to create bosque like screens where very shallow historic scenic setbacks exist or to mask dense and or undesirable adjacent development. Tree bosques should not be considered an alternate to following the design guidelines.

• **Other Landscape Elements, Monuments, Markers—Architectural, Utilitarian or Artistic:**

All other elements found in the Scenic Desert Landscape Setback should be constructed from materials found in or made from the desert setting or interpret such materials in form texture and color. For Rural/ Preservation Character districts the method of assembling these materials should produce a result that appears to be an extension of the desert or a weathered remnant from a prehistoric, historic, or pioneer era of man's work. A more contemporary interpretation may be used for the High Activity / Commercial character districts.

• **Scenic Setback Maintenance:**

Once established the general maintenance that should be preformed should be limited to:

- Minor pruning for:
- Visual safety at drives or similar areas
- Trail and pathway clearances
- Regular monthly trash pickup should be preformed.
- Distressed and dead plants should be allowed to decay naturally.
- Plant replacement should take place only as a means to mitigate disturbances or density loss due to pollution or other natural or man-made causes. A mitigation plan should be established for such efforts.



Maintenance of all public elements within the right of way shall be preformed by the City of Scottsdale. Maintenance of privately owned items such as utility cabinets and related screening should be the responsibility of the corresponding utility agency. Maintenance of the Scenic Desert Landscape Setback should be the responsibility of the property owner. Maintenance of the back of curb landscape between the street and Scenic Desert Landscape Setback should be the responsibility of the adjacent property owner.

- **Easements of Dedication for Scenic Set Back and Other Rights:**

The Scenic Desert Landscape Setback should be secured by the City of Scottsdale during the development process through the conveyance (by the property owner to the City) of a recorded Scenic Landscape Setback easement. Additional rights for general public access for the purpose of multi-use path/walk/trail should be included. The specific location within the Scenic Landscape Setback easement of the multi-use path/walk/trail (s) will be determined during planning and development phases for those improvements.

The Preferred Method of describing multi-use path/walk/trail easement rights within the Scenic Desert Landscape Setback easement may include, but is not limited to the following description:

1. General conveyance of access, improvement and associated maintenance rights located within the boundaries of the Scenic Desert Landscape Setback easement for the purpose of providing pedestrian, equestrian, and other non motorized methods of travel across the length of said easement in a meandering, generally parallel fashion in relation to the road. Specific locations said access, improvement and associated maintenance rights (or obligations) shall be determined by the City of Scottsdale.



Development Edges at Scenic Setback:

The development edge at the scenic setback should be treated as a transitional zone in a design sense. The cross sectional width of this area depends upon the type of development. This zone becomes the background to the scenic desert setback when viewed from the road.

Wherever possible adjacent NAOS or other open space should be connected visually to the Scenic Desert Landscape Setback to expand and increase the value of the meaningful open space of the area.

- **Edge Development Forms:**

- Should be low and built into the natural topography.
- Rigid long straight forms parallel to the right of way are discouraged.
- Horizontal and vertical movement of the forms along this development edge is encouraged to strengthen and focus the design emphasis on the natural desert features rather than the man made improvements.
- All improvements should follow the *Scottsdale Sensitive Design Principles* with the goal of minimizing the visual impact of development on the natural desert environment.

- **Elements that might be found along this edge include:**

- Meandering low development wall
- Single story structures with non-orthogonal orientation
- Low understated development entry signs
- Additional native desert landscape screens

- **Development Walls** at the Edge of the Scenic Desert Landscape Setback:



The following is a list of preferable situations in terms of enhancing the meaningful visual open space:

1. No visual fence barrier
2. Individual site walled development envelopes
3. Low non-orthogonal, organic development walls that follow the criteria listed below.

Alignment:

- No walls should be placed within the designated scenic landscape setback.
- Development walls along the edge of the scenic desert landscape setback should gradually meander horizontally (ideally following topography changes).
- Straight uninterrupted lengths of walls should not exceed 150' in length.
- Walls should be placed to move around large plant specimens or landform features.
- Development walls should not cross wash channels, nor should they impede wash natural flows or the ability for wildlife to travel along those corridors.



Height:

- All walls should be designed into the surrounding landscape setting so that they are perceived visually to be as low as practically possible.
- Walls in residential districts should be no higher than a range between 6' and 8' in height as measured from grade at the street face.

- Walls at commercial developments may be slightly higher, yet should not exceed 10' in height.
- A wall/landscape berm combination may be used to achieve higher screening without increasing setback distance. Exposed wall height should be limited to 6' to 8' measured from top of berm at street face. Gradual horizontal meandering alignment should be required for wall/landscape berm combination.
- Walls are encouraged to vertically roll with the topography in cases of natural or manmade undulations.



Material & Color:

- Prefabricated interlocking pilaster type CMU or similar systems are strongly discouraged and will not be supported in the development review process.
- CMU (non interlock system) finished with stucco and rounded edges, integral colored or painted split face CMU, adobe, and or native stonework are preferred materials for walls.
- Colors should be deep desert earth tones and shall be required to have a light reflectivity value (LRV) of not greater than 35%. Colors should blend with the natural desert setting.
- Piers of natural materials may help to break up long runs of wall.
- View fence and openings that allow wildlife passage are strongly encouraged.





• **Buildings at Setback Edge:**

should be sited in a manner that does not reinforce the right of way alignment.

- Footprints of adjacent structures should be placed off the orthogonal grid so that a sense of organic meandering much like the development wall component is achieved.
- Long (greater than 100') continuous walls paralleling the right of way are strongly discouraged.
- Structures of more than one story along the edge of the scenic setback should have each story stepped back within a 1:2 (rise to run) incline plane step back envelope.

Regional Feature Crossings and Intersections:

Regional Feature Crossings:

Along these corridors there are:

- Natural desert features
- Vista corridors
- Wildlife crossings
- Trails
- Pedestrian paths
- Natural washes
- Regionally engineered drainage solutions

These features that bisect Scenic Corridors must be recognized by development. Special care should be taken to preserve these natural connections that are bisected by the corridors. In all cases any development adjacent to these linear bisects should respect the *Scottsdale Sensitive Design Principles*.



• **Minor Washes:**

The Environmentally Sensitive Lands Ordinance (E.S.L.O.) identifies minor washes as those with 250 CFS flows in 100-year events. Although minor washes are not noted as Vista Corridors by the E.S.L.O. they should be respected as natural crossings that cut through development and could allow for the movement of wildlife. Leaving these washes in a natural state and leaving them open as a visual corridor is recommended.



• **Major Washes & Vista Corridors:**

Washes with a flow of 750 CFS or greater during a 100-year event classifies it as a Vista Corridor in the E.S.L.O. This requires that a minimum 100' wide buffer be kept to maintain the wash. Additionally the width may expand if topography and historical flow levels indicate a wider channel. These washes should be left open for wildlife egress and visual access.





• **Intersections:**

Intersections of major cross streets provide a unique opportunity to express manmade improvements that exemplify the Sonoran Desert Design Principles. Most motorists and pedestrians will stop at these junctions during their travels along Scottsdale Road. This element of time will allow for a greater detail of observation, therefore, additional attention to detail shall be important. Additionally, opportunities for view sheds should be considered in the development of all intersection sites.

Encouraged Intersection Development Design Should Include:

- Deep corner cut-off set backs
- Interesting compositions of native desert landscape
- Open corners that visually extend desert features and mountain vistas and or views to interior natural open space within a development.
- A particular attention should be paid to the organization and screening or camouflaging of any utility riser or other built environment element, blending them into surrounding landscape and/or other elements of the surrounding context.



Closing Statements:

The contents of this document are the result of a citizen driven effort to protect our natural desert beauty found along some of our communities most heavily traveled and historic roadways. The efforts have spanned over 4 decades. During that period rapid growth has greatly changed the original character of much of these corridors.

Today, this document hopes to provide a guide to retain what little is left and to re-establish what has been lost. This document is only a guide, it will still be up to our policy makers and citizens to put forth the willingness and effort needed to carry out the goals of keeping Scenic Corridors a part of Scottsdale's admirable character.



Appendix List:

1. Scenic Corridors Historical Perspective
2. Descriptive Narrative of Designated Scenic Corridors
3. Scottsdale Sensitive Design Principles
4. City of Scottsdale Indigenous Plants for Environmentally Sensitive Lands (list)
5. N.A.O.S. Revegetation Area Guidelines
6. E.S.L.O. Design Guideline 802-2
Landscape Development Sections 1 & 2

